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Through mistake, we had a large order of crockery duplicated, consequently, we have a larger stock of crockery than is usually carried in an exclusive china store, and to unload part of it immediately, we are offering it at 20 per cent off for cash for the next ten days. If you are in need of hotel dishes, water sets, dinner sets, or odd pieces, it will pay you to investigate our stock. SEE OUR WINDOW DISPLAY.

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Both 'Phones.

Railroad Topics

Mrs. O. D. Buzzell, the estimable wife of a prominent ship official, who was called to Trinidad on account of the death of a sister, has returned to the city.

The Southern Pacific Railroad company is now facing a serious situation in the danger to its tracks by being undermined by the continually rising Salton sea.

Benj. Young was elected chief carman Tuesday evening at the meeting of the Las Vegas association; Tona Sena, vice president and Tom McPatten recording secretary.

Engineer Byron Archibald, running between Albuquerque and Las Vegas, has returned from an extensive eastern trip, and has resumed his run on the New Mexico division of the Santa Fe.

Charles M. Robinson, of Las Vegas, was married yesterday evening to Sarah L. Phillips, of Cairo, Ill., who has been employed at the Castaneda lunch counter. The newly married couple have gone up the canyon today.

The train pulled into Chicago ten minutes ahead of the scheduled time, and Mr. Botterill had plenty of time to catch his Lake Shore train. He modestly refrained from posing as a hero of a mad ride in which records went a glimmering, and the story of his exploit came to light yesterday during a discussion of the fast time made by the Coyote special, which carried Walter Scott to Chicago.

New Engines for Santa Fe.
The Baldwin Locomotive company is about to deliver a large locomotive order to the Santa Fe. The giants will soon start, passing through Buffalo. There are 85 locomotives in the order. Twenty are of the balanced compound Atlantic type and 30 are balanced compound Pacific type. They will be distributed over the system and will gradually find their way into service. On the east end, the new engines will replace some heavy freight engines that will be released for the mountain division. In addition to the engines, deliveries will soon begin on 4,200 freight cars.

GALLUP MAY SECURE NEW EATING HOUSE.
As a result of the fire at Gallup last Sunday, in which the big Harvey eating house at that place was almost totally ruined, it is quite possible that a handsome new hotel, patterned after the Cordons hotel at Trinidad, will be built. The erection of such an eating house at that point would be in keeping with the rest of the Harvey hotels along the Santa Fe.

BEGAN AT BOTTOM OF THE LADDER.

L. W. Morris, who succeeds J. P. McNally, as superintendent of the Rio Grande division of the Santa Fe, is a comparatively young man. His headquarters will be at San Marcial, where he began his railroad career some years ago as a call boy. He gradually worked his way up until he was made superintendent of the Panhandle division of the Santa Fe, with headquarters at Wellington, Kan. It is from this position that he was promoted to be superintendent of the Rio Grande division.

LA JUNTA ENGINEER CLAIMS SCOTT REWARD.

Walter Scott, the Death Valley miner, offered a prize of \$500 to the engineer who would make the fastest run over his division, and this money is claimed by Hudson Gardner, who pulled the special from Raton to La Junta.

Hudson claims that while it is given out that the fastest time was made between Chillicothe and Coal City, Ill., that it was not the "best run." The per cent of grade and other obstacles on the division between Raton and La Junta, and the remarkable fast time he made, in his opinion, should give him the money.

BELEN CUT-OFF TRACK LAYING AT WILLARD.

Work on the cut-off is being pushed as rapidly as possible, but the contractors are somewhat handicapped by lack of laborers, says a correspondent writing from Willard. They have received instructions to complete the grade from Willard to to

Epri, the junction with the Rock Island, and, by September, and at the rate the dirt is flying now they will not lack much, if any, of doing so. Track laying west from Willard has been delayed for unavoidable reasons, but will begin within a few days. The steam shovel will come in by Willard and work west.

DENVER MAN BEATS THE SCOTT SPECIAL.
The big well drilling outfit, to test the matter of artesian water, is almost in place, and will begin work by the first of next week. There are various rumors as to the depth that the test hole will be sunk, but it is seasonably certain that it will go down 1,500 feet unless water, gas or oil is struck at a less distance. On the strength of this well and the prospects for its success, the country in this vicinity is being rapidly taken up by settlers.

RECORD OF WALTER SCOTT, THE DEATH VALLEY MILLIONAIRE, SENT GLIMMERING BY MAD RACE OF BOTTERILL.
While Walter Scott, the Death Valley millionaire cowpuncher, has broken all existing records between Los Angeles and Chicago, he did not break the record between Rock Island and Chicago, a distance of 165 miles, says the Denver News. This record is safe in the keeping of a Denver man, Thomas Botterill, who is connected with the Pierce Cycle company and it was made two weeks ago over the Rock Island route. The 165 miles was covered in 160 minutes, including five regular stops.

Botterill left Denver on the Rocky Mountain Limited, which leaves Denver at 11:20 o'clock every morning and makes a running time between Denver and Chicago of twenty-seven hours. The train arrived at Rock Island an hour and a half late, owing to an injury to the engine, and it arrived in Chicago ten minutes ahead of time.

The Denver man was hastening to New York, where he had a very important deal on, and it was imperative that he connect with the Lake Shore, which leaves shortly after the arrival of the train from Denver. When the town of Rock Island was reached and Botterill saw how late he was, he was almost ready to give up in despair.

His fellow passengers, knowing his predicament, volunteered to assist financially in raising a purse for the engineer if he would make up the lost time. They realized that they would have an exciting ride, and were more than willing to pay for it. The engineer consented to do his best, and at Rock Island a new engine, one of the best on the road was secured. Then commenced the mad race to Chicago against time.

Terrific Speed.
From Rock Island to Chicago the track is unusually good, and the engineer opened his throttle wide. The train seemed to leap through the air. The regular stops were made, but between them the train attained terrific speed. At various points the tremendous speed of ninety-six miles an hour was maintained for some minutes, and an average speed of seventy miles an hour was maintained. The passengers on the train thoroughly enjoyed the exhilaration of traveling at a breakneck speed.

Chamberlain's Colic, Cholera and Diarrhoea Remedy—The Best in Existence.

T. M. Wood, manager of the White County News, Beebe, Ark., is a representative southern business man, who does not hesitate in expressing his good opinion of a well known remedy. He says, "It gives me pleasure to recommend Chamberlain's Colic, Cholera and Diarrhoea Remedy, having used it myself and in my family with the best results. In fact I believe it to be the best remedy of the kind in existence. Sold by all dealers."

INTERESTING OPTICS FROM ESTANCIA.

Special Correspondence.
Estancia, July 11.—L. A. Rausseau, formerly of Albuquerque, has assumed the duties of cashier and bookkeeper at the Dunlavy Mercantile Co. store.

Milton Dow has in course of erection a two story residence.

The Christian church is holding revival services which are being ably conducted by Revs. J. A. Trapp of Corona, New Mexico, and David Hill of Strong City, Kansas.

The Estancia valley base ball club has been organized and the members are confident that they will be able

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EAST

Chicago and return, \$52.50, with final limit of October 31, or \$49.75 good for sixty days.
St. Louis and return, \$44.50, with final limit of October 31, or \$42.80, good for sixty days.
TICKETS ON SALE DAILY UNTIL SEPTEMBER 30.
Denver and return, \$25.15.
Colorado Springs and return, \$22.15.
Pueblo and return, \$20.15.
Glenwood Springs and return, \$36.15, via Pueblo, or \$41.15 via Denver.

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